



SIMPLY PURE CREAM.

No. 15.908.

# The China Mail.

ESTABLISHED 1845

NOTES ON WILD  
LIFE IN HONGKONG  
AND SOUTH CHINA.  
By Rev. G. E.  
BURNBUCK, M.A.  
To be had at the  
"CHIN MAIL" Office,  
Post & Telegraph Office.

第十一期四月四日星期一

HONGKONG, THURSDAY, APRIL 30, 1914

庚子年四月三十日

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THORNE'S

No. 4,  
OLD VAT  
SCOTCH  
WHISKY.

As supplied to the House  
of Lords and House of Com-  
mons.

A. S. WATSON & Co., Ltd

WINE & SPIRIT MERCHANTS  
ALLEXANDRA BUILDINGS, HONGKONG.

UMEMOTO.

PROFESSIONAL TATTOOER.  
Orders attended to at the residence of  
Customers if desired.

Fine work done by hand only.  
No. 12, Queen's Road East,  
Hongkong. Oct. 2, 1912.

"HOLES" IN EVIDENCE  
ALLEGED DYNAMITE  
STEALING.

In the case of dynamite stealing from  
the Green Island Cement Company, Ltd.,  
which came before Mr. Melbourne this  
morning for decision, Mr. Master, for  
defendant, argued that it was absurd to  
imagine that defendant would have handed  
over the money to the police informer  
under the very nose of the police.

The prosecution stated formerly that  
defendant agreed to sell certain dynamite  
to a purchaser—a police informer. The  
defendant was alleged to have stolen the  
dynamite at Green Island. During trans-  
portation to Hongkong the sampon  
containing the dynamite and defendant  
were searched and the money, paid  
in purchase, was found under a mat.

Mr. Master did not think a case was  
made out. The evidence was so full of  
holes, and the story was absurd.

Mr. Melbourne said since the previous  
evening he had given the case much con-  
sideration but he did not read the de-  
position.

His Worship was urged by Mr. Master  
to read the depositions and said no jury  
would convict on such evidence.

An adjournment until Monday morning  
was arranged.

THE PEAK CHURCH.

Meeting of the Congregation.

The annual meeting of the members and  
congregation of the Peak Church was held  
last evening in St. John's Cathedral  
vestry, the Hon. Mr. H. E. Pollock, K.C.  
presiding. Among others present were the  
Rev. H. Copley Moyle (Hon. Secy.), Mr.  
Philip Jacks (Hon. Tras.), Dr. Sanders,  
Mr. L. Patten.

The committee, in their report for the  
past church year, stated that the out-  
standing feature was the heavy cost of  
repairs necessitated by the ravages of white  
ants. The church was closed from the  
middle of October till Christmas, and  
during this time the roof was taken off,  
iron girders were substituted for the wooden  
beams, the wooden ceiling was taken away,  
the west window was changed into a more  
dignified looking triple window, the church  
was painted and colour washed inside and  
out, and electric light was installed.

The expenses for all these repairs were  
paid from the amount of money on fixed  
deposit and no special appeal was made.  
But it has almost entirely absorbed the  
credit balance. A child's service was  
held during the winter months by Rev. J.  
Kirk Macdonald on the first Sunday in  
the month and by Rev. H. Copley Moyle  
on the last Sunday. Sunday School was  
held on the second and third Sundays in  
the month under the able superintendence  
of Mr. Usher Smith, assisted by Miss  
Baker Brown and Lieut. Hastings Lee,  
R.N. Mrs. Barton, Mrs. Punnett and  
Mrs. Churchill arranged the after flowers  
and Mr. O'Farrell played the harmonium at  
the children's service. Mr. Patten  
audited the accounts, which showed a bal-  
ance at the bank of \$417.87 and cash in  
hand amounting to \$10.00.

The report and accounts were adopted  
on the motion of the Chairman, seconded  
by Dr. Sanders.

The officers and committee were re-  
elected for the ensuing year, the Chairman,  
with Mr. Jacks, being empowered to de-  
termine the terms of the trust deed for the  
purpose of discovering whether two trustees  
could be elected in place of Messrs. J.  
Baron and A. Turner, who have both left  
the Colony.

In reply to the Chairman, Mr. Patten  
said he was willing to become a trustee.

It was agreed to transfer \$300 of the  
balance in hand to fixed deposit.

Dr. Sanders voiced the thanks of the  
congregation to those gentlemen who had  
taken so much trouble in the restoration  
of the church, with such excellent result.

THE FRUIT SEASON.

DOWEL complaint is sure to be prevalent  
during the fruit season. Be sure to  
keep a bottle of Chamberlain's Collo-  
Chloro and Distilled Honeydew on hand.  
It may save life. Manufactured by all Chelms-  
ford & Sons, Ltd.

## BUSINESS NOTICES.

MILKMAID  
RICH THICK CREAM

(which can be whipped but cannot be beaten)

It is

SIMPLY  
PURE  
CREAM.

Packed in Three sizes of tins  
1½ oz., 5 oz., 4 oz., net weight.

Obtainable from

MESSRS. LANE, CRAWFORD & CO. | MESSRS. THE SINCERE CO.

MESSRS. H. TUTTONJEE & SON | MESSRS. THE FRENCH STORE.

## BUSINESS NOTICES.

THE TAIKOO DOCKYARD AND  
ENGINEERING CO. OF  
HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE  
MATERIALS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,  
ELECTRICAL AND MECHANICAL ENGINEERS,  
WELDING AND CUTTING OF METALS BY OXY-ACTETYLENE  
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway  
Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 787 x 88 x 34' 6"

Pumps empty Dock in 2 3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement  
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES  
throughout the Shop ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:

JOHN L. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,  
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY  
DESCRIPTION

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, ETC.

Dockyard Manager, Mr. J. Reid, can be seen between the hours of 11 a.m. and 12 noon  
at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN AGENTS.

Telegraphic Address:—"TAIKOO DOCK."

Telephone No. 312.

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GEORG STEIGER.

GERMAN SAUSAGE FACTORY

(Deutsche Wurstfabrik.)

Hongkong: 14, Gresson Street, off Praya East.

All kinds of Sausages, boiled and smoked Hams, etc. can  
be obtained already sliced by 1/2 and 1 lb. etc.

Beef and Pork sausages made fresh every morning.  
Special arrangements will be made with Hotels, Canteens,  
Boarding-houses, Ships, Picnic parties, etc.

## THE HONGKONG HOTEL.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY  
A LA CARTE GRILL ROOM.

J. B. TAGGART, MANAGER.

## PEAK HOTEL.

ADmirably situated at Victoria Gap.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephone in all rooms. First-class Tennis, Lounge, Smoking and Ladies' Rooms.  
Loo of Garden.

Terms: From \$3 per day Max. Telegraph Add: "Peaceful,"

P. O. BOX 1000  
Manager.

## GRAND HOTEL.

NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION  
AND CLEANLINESS.

OUTLINE UNDER EUROPEAN SUPERVISION.

ELECTRIC LIGHT & FANS THROUGHOUT.

F. REICHMANN, Proprietor.

## SINGON & CO.

ESTABLISHED A.D. 1290.

IRON STEEL, METAL and HARD  
WARE MERCHANTS. Wholesale  
and Retail: Ironmongery, Fix Iron and  
Foundry Coke Importers—General Store  
Keepers and Ship Chandlers—Nos. 36 and  
37, Gwo Loos Street (End Street, w/  
Central Market) Telephone No. 516.

Hongkong, September 1, 1913.

## LESSONS IN CHINESE.

M. LI HON FAN, a Chinese graduate  
versed in literature, has been a teacher  
to European officials and merchants in this  
Colony for over ten years.

He has a good method of training Euro-  
peans to pass the Chinese examination, and  
is possessed of a first rate certificate as  
Chinese teacher. He has also a good know-  
ledge of Mandarin and Hakka.

Those who intend learning the Chinese  
language are requested to write care of  
China Mail Office or direct to 37, Holly  
wood Road, 1st floor.

Hongkong, May 17, 1913.

## BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LTD.

## Portland Cement

In Casks of 275 lbs. net.

In Bags of 50 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS.

MEE CHEUNG  
ART-PHOTOGRAPHER.

CHILDREN'S PHOTOS  
A  
Speciality.

NOTE ADDRESS.  
ICE HOUSE HONGKONG.

## WEISMANN'S

FOR BREAD

## WEISMANN'S

FOR CAKES

## WEISMANN'S

FOR CHOCOLATES

Hongkong, Nov. 15, 1912.

JUST ARRIVED

Per S.S. ALDENHAM.

1st Grade Australian Butter: Government guarantee.

Absolutely the Best Imported: only 75 cents per lb.

THE

ALEXANDRA CAFE CO.

## THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, PAINTER-MAKERS, BRASS and IRON  
FOUNDERS. All work done in this establishment is guaranteed. We have  
over thirty years' experience. We own two Slipways and can accommodate any craft  
of 200 feet long.

Office: 48, Connaught Road Central, Hongkong. Telephone No. 456.  
Shipyard, Sham-Sai-Pet, Kowloon, Hongkong. Telephone No. K.T.  
Estimates furnished on application.

WONG PING WA, Manager.

September, April, 1913.

SOLE AGENTS FOR

FALCON PILSENER

BEER

The only genuine imported Pilser Beer sold  
at so low a price.

Per dozen quarts \$2.00

Per dozen pints 75¢

Per dozen cans 50¢

## THE CARLTON HOTEL

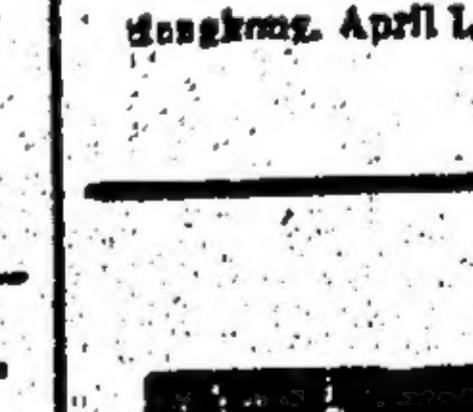
Recently Remodeled and Refurnished.

Self-Contained Suites of Apartments with Private

Bath-rooms attached. Luxuriously Furnished Lounge, Drawing, Reading  
and Writing Rooms.

Under Personal Management by

John C. Williams, Manager.



ESTABLISHED 1864.

1913.

1913.

1913.

1913.

## INTIMATIONS

G. FALCONER &amp; CO., LTD.,

## WATCHMAKERS &amp; JEWELLERS.

DIAMOND BRACELETS, RINGS, BROOCHES,  
SILVER CUPS, TEA SETS, CIGARETTE CASES,  
etc., etc.AGENTS FOR  
BENSON'S ENGLISH MADE WATCHES.

HOTEL MANSIONS: OPPOSITE GENERAL POST OFFICE.

## WING KEE &amp; CO.,

Nos. 17, 18 and 19, CONNAUGHT ROAD CENTRAL  
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL  
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING.  
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.

FRANCISCO TSE YAT, General Manager

Hongkong, August 12, 1908.

178

## INTIMATIONS

MITSUBISHI GOSHI KWAI SHIA  
(MITSU BISHI CO.)

## COAL DEPARTMENT

SOLE PROPRIETORS of TAKASIMA, OCHI, MUTARE, YOSHINOTANI, KISHIDAKE, HOJO, KANADA, NAMASUWA, SAYO, SHINNEW and KAMIYAMADA Collieries.

AGENTS for SATO, &amp; OYUBARI COALS.

## HEAD OFFICE—TOKYO.

BRANCH OFFICES—  
Nagasaki, Moji, Karatsu, Wakamatsu, Otaru, Muroran, Hakodate, Kobe, Osaka, Kure, Tokyo, Yokohama, Nagoya, Tauraga, Shanghai, Hongkong, Hankow, Peking.

TEL. ADDRESSES: for above, IWASAKI.

Codes:—A1, ABC 5th Ed., Western Union.

## AGENCIES:

CHINKiang: Messrs Gearing &amp; Co.

MANILA: Messrs Macdonray &amp; Co.

SINGAPORE: Messrs Borneo Co. Ltd.

GLASGOW: Messrs A. R. Brown, McFarlane &amp; Co., Ltd.

For particulars, apply to

K. KATO,  
Kowloon,  
No. 2, PEDDER STREET,  
HONGKONG.

816

## THE HONGKONG ELECTRIC COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY FIFTH ORDINARY GENERAL MEETING of the SHARE HOLDERS will be held at the Company's Offices, St. George's Buildings, on THURSDAY the 14th MAY, 1914, at 11.30 A.M. for the purpose of presenting the REPORT of the DIRECTORS, together with a statement of Accounts to 28th February, 1914, and electing Directors and Auditors.

The READING BOOKS of the Company will be CLOSED from the 30th April to the 14th May, 1914, both days inclusive.

By Order of the Board of Directors.

GIBB, LIVINGSTON &amp; CO.

Agents.

Hongkong, April 24, 1914.

534

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to

Shewan Tomes &amp; Co., General Managers.

Hongkong, April 11, 1914.

501

## PURE Manila ROPE

STRAND  
1" to 15"  
CIRCUMFERENCECABLE LAID  
5' to 15'  
CIRCUMFERENCE4 STRAND  
3" to 10"  
CIRCUMFERENCE

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to

Shewan Tomes &amp; Co., General Managers.

Hongkong, April 11, 1914.

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## WEEKLY NEWS FOR HOME

The Overland China Mail  
FULL REPORTS.

## LATEST INTELLIGENCE.

Order before you leave, so that you may receive it while at home.  
Price \$1 per annum, including postage. THE CHINA MAIL, LTD., Wyndham Street.

Price \$1 per annum, including postage. THE CHINA MAIL, LTD., Wyndham Street.

## A Natural Remedy

Time was when disease was thought to be due to the direct influence of evil spirits, and exorcism and magic were invoked to cast it out.

Science has taught us wisdom. The evil spirits exist still. We call them "Disease Germs," and they also must be cast out. Once lodged in the stomach or intestines, fever with its hallucinations, or biliousness with its aches and pains, is the result.

ENO'S  
FRUIT SALT

is the approved remedy for driving out disease germs. Its action is quick and thorough. It clears the intestines, rouses the torpid liver to new life, stimulates the mucous membrane to a healthy action, and cleanses and invigorates the whole digestive tract.

It may be safely taken at any time by young or old.

It is very effective in the early stage of Diarrhoea by removing the irritating cause.

Be prepared for emergencies by always keeping a bottle in the house.

Prepared on by

& C. ENO, LTD., "FRUIT SALT" WORKS, LONDON, ENGLAND.  
SOLD BY CHEMISTS AND STORES EVERYWHERE.

## DAIRY FARM NEWS.

## RECEIVED

## NEW SHIPMENTS OF

## FRESH SIBERIAN SALMON

## SMOKED

## FILLETS,

## HADDOCKS,

## KIPPERS.

66

THE CHINA IMPORT &amp; EXPORT

LUMBER CO., LTD.

ARNHOLD, KARBERG &amp; CO.,

GENERAL AGENTS.

WE HAVE This Day Opened a LUMBER-YARD and OFFICES at North Point next to the Kwong Sang Hong Glass Factory.

The sailing vessel "JANEX TUFF" has arrived with a well assorted cargo of about 14 Million sup. ft. of OREGON PINE

Planks, Timber, Floorings and Spars.

Prices will be quoted on application.

All correspondence please address to

THE CHINA IMPORT &amp; EXPORT

LUMBER CO., LTD.

Letter Box No. 420 Telephone No. 1710

Hongkong, April 14, 1914.

479

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Hughes and Hough

ADVISERS TO THE GOVERNMENT  
AND ADMIRALTY.General Auctioneers  
AND  
Share, Coal and  
General Brokers.

Proprietors

"TO-KWA-WAN"  
COAL STORAGE.Cable word:  
A.R.C. 4th & 5th Editions,  
All Telegraphic Code.Telegraphic Address  
MERION HONGKONG.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,  
(FOR ACCOUNT OF THE CONCERNED)

## FRIDAY,

the 1st May, 1914, at 2.30 p.m.,  
at their Sales Rooms, No. 8,  
Des Voeux Road, Corner of  
Ice House Street,  
ONE GENTS CYCLE BY B.S.A.  
COY. IN SPLENDID CONDITION.  
Terms:—As usual.HUGHES & HOUGH,  
Auctioneers.

Hongkong, April 29, 1914.

## OFFICIAL SECRETS.

(Continued from page 2.)

Counsel did not suggest they were rare and confidential maps. Anyone could get them, but it was curious he should have selected that particular set. The matter reached its climax in February of this year. On the 6th of that month a telegram was sent from Brussels to Gould, at Southfields, and it said:

Definite offer for all together, thirty.

Wire reply.—Schmidt.

Apparently, the prosecution suggested that at any rate, this was an offer of £20 for some material which he had to sell.

Ten days later there came another telegram, this time addressed to "Gould-Schroeder." It read:

For thirty, everything.—Schmidt.

The prosecution suggested that this was an indication, following correspondence, that not more than £30 would be paid.

On Feb. 22 the woman, whom the Crown was prepared to regard as an innocent messenger, was observed getting into the Ostend boat train, at Charing-cross. She was addressed by the police, and there were found with her three separate envelopes, in the carriage under her rug.

The first contained a chart and confidential gunnery book.

The second contained a plan of an unarmoured cruiser, and engine-room of one of His Majesty's ships.

The third contained one of the Admiralty charts of some place abroad.

## A REMARKABLE DOCUMENT.

She tore up a piece of paper on her way to Bow-street, and when put together it was found to have written on it an address which corresponded with one written in the male prisoner's pocket-book. The woman said she was going to take the things to Ostend, and then on to Brussels. The police searched the house, and among other things, they found a very remarkable document. He did not think it was in the public interest to read this in detail, but if the judge would examine it he would see with what minuteness and precision the man was invited to pursue his inquiries. There was a series of detailed questions, many of them dealing with highly confidential points having to do with the administration, management, and conduct of operations in connection with His Majesty's ship of war. That was found in the man's writing-desk.

Mr. H. H. Jenkins: May the woman see the prisoner?

Mr. Justice Atkin: I have no objection, subject to the prison rules, but I don't know what the Crown may think.

You have obviously pursued this course of conduct for years, systematically.

You have pleaded guilty, and have no doubt done so acting under the advice of your experienced counsel, and in my judgment his advice was most proper.

He could not, with any prospect of success, have defected this case.

As I say, the offence is a very grave one, and the sentence of the Court is that you be kept in penal servitude for six years. In addition, inasmuch as you have, as I say, betrayed the condition on which any foreigner is admitted to any country, you will be recommended for deportation at the end of your sentence.

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Mr. Justice Atkin: I have no objection, subject to the prison rules, but I don't know what the Crown may think.

You have obviously pursued this course of conduct for years, systematically.

You have pleaded guilty, and have no doubt done so acting under the advice of your experienced counsel, and in my judgment his advice was most proper.

He could not, with any prospect of success, have defected this case.

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THURSDAY, APRIL 30, 1914.

# JIAM AVIHD THE THE CHINA MAIL.

## INTIMATIONS

**VICHY**  
**NATURAL MINERAL WATER**  
**FRENCH GOVERNMENT'S SPRINGS**  
**VICHY CELESTINS**  
In bottles and half bottles. For kidney and kindred troubles, bladder trouble, Gout — Gravel — Arthritis.  
**VICHY GRANDE-GRILLE**  
**VICHY HOPITAL** For Indigestion.  
REFUSE SUBSTITUTES. MENTION NAME OF SPRING REQUIRED.  
**VICHY-ETAT PREPARATIONS**  
**VICHY-ETAT SALT** Natural salt from the waters. — In tins and bottles.  
**VICHY-ETAT TABLETS** 1 or 3 after meat make digestion easy.  
**VICHY-ETAT COMPOUNDS** To make your own digestive aerated water.

## SAINT-RAPHAEL

### TONIC, RESTORATIVE, DIGESTIVE WINE

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.  
(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.  
(2) A METAL SEAL ADVERTISING CLETEAS.

**CLETEAS** is a **MELISSA** and **MINT** cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).

CALDBECK, MACGREGOR & Co., Hongkong.

### TO LET

14 ARBUTHNOT ROAD, seven large rooms, three minutes from town. Good view of harbour. Immediate possession if desired.

For full particulars apply to:—  
J. VINCENT BRAGA,  
Toyo Kisen Kisha,  
Hongkong, April 24, 1914. 477

### TO LET

#### OFFICES

in King's Building.  
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.  
Hongkong, Jan. 13, 1914. 882

### TO LET.

RUGATE, Austin Road, Kowloon; unfurnished.

No. 68 Peak, MOUNT KELLETT, (Church Mission Society Bungalow) till 30th May 1914, partly furnished. Cheap.

"No. 6 CAMERON VILLAS, No. 59 Peak, to let furnished for one year from 1st May 1914."

"No. 19TH SHELLEY STREET".

From 1st October 1913.

"No. 5 MOUNTAIN VIEW, newly painted and colour-washed."

No. 12 BEACONFIELD ARCADE, Shop.

"To let till 31st October 1914, No. 64 The Peak, seven rooms and drying room, furnished, including Electric fans and Telephone."

No. 7, MOUNTAIN VIEW.

No. 7, STEWART TERRACE, Peak.

### FOR SALE

"GLENNSHIEL" 124 Parker Road, 5 rooms, close to Tram Station.

Apply to LINSTEAD & DAVIS,

3rd Floor, Alexandra Building,

Hongkong, April 9, 1914. 459

### TO LET.

OFFICES IN HOTEL MANSIONS

FROM 1ST MAY NEXT.

Hongkong, April 9, 1914. 459

### TO LET.

L A HACIENDA E., No. 34, Mount

Kellett Road.

Apply CHATER & CO. LTD.

No. 5, Queen's Road Central.

Hongkong, April 2, 1914. 415

### TO LET.

No. 13, B. Macdonnell Road.

7 Rooms besides 2 Bath Rooms and servants' quarters.

View of Harbour sighted.

Possession from 16th May, 1914.

Apply to—

Mr. CHUNG WALLAM,

of YAN ON M. & F. INSURANCE Co., Ltd.

No. 303, Des Vaux Road, Central.

Hongkong, April 17, 1914. 490

### TO LET.

ALL THE LATEST INTERLANCE FROM

VARIOUS PORTS IN CHINA AND JAPAN

\$2.50 per Acreus delivered to Hongkong

\$12.50 at the Coast Ports.

W. W. W. & Co., Importers.

1000 ROOMED HOUSES in Granville Avenue and Salaberry Avenue, Kowloon, cheap rentals.

SHOP with Godown attached. NATHAN ROAD, Kowloon.

Kowloon Marine Lot No. 48 with Wharf.

WINDSOE LODGE, Kimberley Road, Kowloon. 6 rooms and Tennis court.

No. 3 MINDEN VILLAS.

PLATS in Nathan Road and Humphrey Building, from 1st May.

1000 ROOMED HOUSES in Granville Avenue and Salaberry Avenue, Kowloon, cheap rentals.

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**PREVENT DISEASE!**  
DISINFECT with  
**WATSON'S**  
**HYGIENOL**

**A POWERFUL GERMICIDE,  
DISINFECTANT & DEODORANT.**

PER PINT : 50 CENTS.  
PER GALLON : \$2.00

**A. S. Watson & Co., Ltd.**

CHEMISTS BY APPOINTMENT TO H. E. THE GOVERNOR.

**NEW SHIPMENT**

**VICTOR RECORDS**

RECEIVED BY

*Empress of Japan.*

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Successes.

INSPECTION INVITED

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**MOUTRIE'S.**

**MEMOS. FOR TO-DAY.**  
Bardmann Opera Co., Return Visit  
Opening night ... 8 p.m. Old Allyian Dinner.

**MEMO. FOR TO-MORROW.**  
Wigwam Tennis Club "At Home".

**General Memoranda.**

SATURDAY, May 8.—  
1:30 p.m. V.R.C. Athletic Sports.  
Interport Shoot: Hongkong fire at  
Kowloon.

Royal H.K. Yacht Club's Ladies Day.

SUNDAY, May 9.—  
9 a.m.—Excursion to Macau.

MON. May 10.—TUES. 5, and WED. 6.—  
Shanghai Spring Race Meeting.

WEDNESDAY, May 11.—  
King's Accession (1910).

SATURDAY, May 12.—  
Proclamation Day, King George V.  
H.K. Volunteer Reserves Annual Din-  
ner.

SUNDAY, May 13.—  
6:30 a.m.—Full moon.

THURSDAY, May 14.—  
11:30 a.m.—Hongkong Electric Co.  
Meeting.

MONDAY, May 18.—  
Canton Insurance Office Meeting.

**The China Mail**

HONGKONG, THURSDAY, April 30, 1914.

**DRAUGHT OF SHIPS ON COST  
OF TRANSPORT.**

AS to the actual effect of increased draught on the economy of ships, Professor Sir John H. Biles recently gave to the Dominions Commission some suggestive data. It may be remembered that some years ago he tackled the problem and presented to the Institution of Naval Architects a lucid case in favour of increased depth. His paper on that occasion took as a basis a 500-ft. cargo-carrier of 20 ft. draught and 12 knots speed. By increasing the length of the ship to 700 ft. without increasing the draught the actual cost of cargo-carrying would be increased from 3s. to 11.1s. per ton on a 5000-mile voyage, whereas were the draught increased in correct ratio to the length of the ship the cost would be reduced from 8s. 6d. in the 500-ft. ship to 7s. per ton in the case of the 700-ft. steamer. In other words, advance in size, including depth or hull, if rendered possible by deeper channels and harbours, would convert the loss of 2.6s. in the 700-ft. ship to a gain of 1. 6s., as compared with the 500 feet ship on a 5000-mile voyage. Whereas were the draught increased in correct ratio to the length of the ship the cost would be reduced from 8s. 6d. in the 500-ft. ship to 7s. per ton in the case of the 700-ft. steamer. In other words, advance in size, including depth or hull, if rendered possible by deeper channels and harbours, would convert the loss of 2.6s. in the 700-ft. ship to a gain of 1. 6s., as compared with the 500 feet ship on a 5000-mile voyage.

Sir John Biles made further interesting investigations specially for the Dominions Royal Commission, the type of ship in this case being a passenger and cargo-steamer of 490 ft. and of 14 knots speed. The length of voyage assumed was 3000 sea miles, and a comparison was made between two conditions, one involving a constant draught of 28 ft. 3 in.—although the length might range up to 1000 ft.—and the other a draught varying as the length. It was found that in a 700-ft. ship the cost of transport per ton in a ship in which draught was limited (28 ft. 3 in.) was one and a half times as great as that in a ship of the same length but of proportionate draught. In a 900-ft. ship the cost was twice as great, and in 1000-ft. ship it was two and a half times as great. This is accountable from first principles. Sir John pointed out that the weight

of hull for the restricted-draught vessel increased much more rapidly than the displacement. The beam could not be increased in the same ratio as the length, so the stability conditions would be interfered with. Before a great length was reached, the dead weight carried no longer increased as the length of the vessel increased, but began to decrease relatively. Further, the excessive proportion of breadth to draught in the large vessel of restricted draught was bad from the point of view of resistance, and therefore those running costs which depended on the power of the machinery were considerably increased. In this line of reasoning there is full justification for future Britanniæ, especially if, as Lord Pirrie rightly points out, harbours are developed to suit the real economic needs.

Lord Pirrie pleaded for an increase in depth of harbours to at least 45 ft., but in Professor Biles's 1000-ft. ship the actual draught works out at 57 ft. 6 in. if the fullest desirable draught is to be adopted. If the draught cannot be varied as the liner dimensions, the fullest economy cannot be realised. For instance, assuming that a harbour had a working draught of 40 ft., as suggested by Lord Pirrie as immediately necessary, the dimensions corresponding to this draught for a 14-knot ship would be about 700 ft. by 17 ft. by 71 ft. 4 in. depth. Were the dimensions increased without augmentation of draught, the cost of carrying cargo would be rapidly increased, and thus it becomes interesting to investigate the most economical length for ships of a given speed. In the case of a 12-knot purely cargo ship there would, according to Sir John Biles, be no appreciable variation between 700 ft. and 1000 ft. In a 14-knot vessel the economical length would be 700 ft. if there were no revenue from passengers; but if the vessel were full of passengers a 1000-ft. ship would be as economical as a 750 ft. vessel if possible reductions could be made in the weight of hull of the former due to improvements in construction. At 17 knots the economic length for cargo-carrying without passengers would be 800 ft., and with passengers a 1000-ft. ship. For a 20-knot speed, the most economical length would be about 950 ft. for cargo revenue only, so that a 1000-ft. ship, when carrying passenger, would certainly not, in Sir John's view, be above the economical length. A 1000-ft. ship required a draught of 37 ft. 6 in. if the correct proportions were adopted. No doubt some reduction in this draught would result from a reduction in the weight of structure, but Sir John seemed to think that it was not unreasonable to predict that within twenty or thirty years a depth of harbour of 60 ft. could be profitably employed.

**NEWS OF THE DAY.**

**LOCAL AND GENERAL.**

The French cruiser Duplex sailed this morning.

Seven opium smokers were before Mr. Wood to-day on charges of using an opium den. The first defendant, who was believed to be the keeper, was fined \$100 and the others \$2 each.

A private rickshaw coolie, standing outside the Weismann cafe, was charged before Mr. Melbourne to-day with causing an obstruction, and with refusing to give his name and address. He was fined 50 cents.

The steamer Asyria, belonging to the Hamburg America Line, has been sold to Japanese buyers for about £25,500. She is 2,530 tons gross and 1,544 tons net register, and was built at Hamburg in 1889, with dimensions 321.2 ft. by 40.3 ft. by 23.4 ft.

A marriage has been arranged between Robert Ronald Campbell (Cragside), of the Board of Education, eldest surviving son of the late James Duncan Campbell (Cragside), C.M.G., of the Chinese Imperial Maritime Customs, and Ilse Marie Ley, eldest daughter of R. E. Mitcheson, Assistant Secretary, Board of Education, and Mrs. Mitcheson, 46, Ladbroke-square.

The Seventh National Shoe and Leather Market Fair and the International Shoe and Leather Week will be held in Boston, Mass., July 8th to 15th, 1914. The object of the Fair will be to exhibit samples of American shoes, leather, other leather goods, also shoes and leather machinery and supplies. Local dealers and manufacturers are cordially invited to attend the fair and submit samples if they care to do so.

**TAI ON HEROES.**

**THANKED BY THE GOVERNOR.**

**Strong Government Action  
Foreseen.**

At Government House this morning H.E. the Governor, Sir Henry May, K.C.M.G., received the three heroes who offered such stout resistance to the pirates on the Tai On—Capt. Wetherell, Chief Engineer McCartney and the Portuguese guard Diaz and thanked them on behalf of the Government and himself for their protection of the British flag. His Excellency in the course of his speech foreshadowed the adoption by the Government of a strong policy to prevent the repetition of such piratical outrages.

The reception took place in the drawing room. His Excellency being attended by Capt. Alison, A.D.C., Hon. Mr. Gladstone, Colonial Secretary, and the Hon. Mr. M. C. Mewar, Captain Superintendent of Police.

Having welcomed the three officers His Excellency addressed them as follows: Gentlemen, I just wanted to say to you at the earliest possible moment how much I and the Hongkong Government appreciate your services on the occasion of this piratical attack. This is not, of course the only way your services will be recognised. We will do more for you within reason when what I am going to do to day. This is merely an informal expression of my own admiration of your conduct and of the thanks of the Government for protecting the British flag and the passengers who were entrusted to your care.

I have now stated that resistance to these pirates is merely hubbing and that the best thing for the officers and crews to do when attacked by pirates is simply to put up their hands and let the miscreants work their will on the ship. Well, that is not my idea of the duty of Englishmen who have the honour to watch over ships, which even though they may be owned by Chinese who are probably not British subjects are British registered and fly the British flag. The Government on the last occasion of the piracy of the Tai On took certain measures to give the officers a chance they had never had before of holding their own, and I am proud that on the first occasion upon which the British officers got such chance they held their own to such good effect that they repelled this atrocious attack, though they were greatly out-numbered.

It is terrible to think that these devils for they are no better than devils—set fire to the ship in order to make good their escape and I only hope and pray that every single one of them has either met his doom, or will be brought to justice. They deserve no mercy for their brutal conduct, which I led to such terrible loss of life. I can tell you that this Government will do something to prevent a recurrence of such an act as that enacted upon the Tai On. You know as well as I do with the number of Chinese boarding these vessels as passengers that facilities are there for smuggling arms on board. It is not an easy thing to stop, but still it has got to be done, and will have to be done no matter what trouble it entails, or what money it costs, because I am not going to have the British flag insulted by a lot of dastardly Chinese pirates or of any other nationality. I thank you most heartily for booking up the Government in this direction and I assure you of my admiration and I may say, the admiration of the whole British and Chinese community. Captain Wetherell, I will read you an official letter I have addressed to you by the Government as a small expression of our appreciation on what you did.

R. H. Wetherell Esq., Master, a.s. Tai On. Sir, I am directed to inform you that your spirited action on the occasion of the piratical attack on board the steamer "Tai On" on the night of Monday the 27th of April, 1914, has been brought to the notice of the Governor. It appears that with the help of your colleagues Mr. McCartney, the Chief Engineer, and Mr. Evans, the Chief Officer, you gallantly withheld the armed assault upon the bridge, and that when the vessel had been set on fire you did all that lay in your power to obtain help from other vessels in the vicinity, afterwards remaining at your post until all had left the burning ship.

Your devotion to duty in circumstances of great peril was worthy of the highest traditions of the British Mercantile Marine Service and I am to convey to you the thanks of His Excellency and the Government of Hongkong for your courageous conduct, which was the means of saving many lives.

I am, Sir, Your obedient servant, (Sd.) Claud Savern, Colonial Secretary.

His Excellency, addressing Captain Wetherell, added: I may say here that inquiry will be made into the circumstances under which certain ships, though they knew the Tai On was on fire, did not stand by to render her assistance. I thank you again very much, and my own personal opinion of you at this moment is that you are one of the finest officers I have ever shaken hands with.

Addressing Chief Engineer T. D. McCartney, his Excellency said: Mr. McCartney, you come of the Scotch race, which has proved itself equal to any emergency and you are a fine specimen of that race. His Excellency then read to Mr. McCartney the following letter from the Government, signed by the Colonial Secretary:

"Sir—I am directed to inform you that the valuable services, which you rendered on the occasion of the piratical attack on board the steamer "Tai On" on the night of Monday, the 27th of April, 1914, have been brought to the notice of the Governor. You gallantly supported the efforts of the Captain in repelling the armed assault on the bridge, and afterwards when the vessel had been set on fire. I am to convey to you the thanks of His Excellency and the Government of Hongkong for your brave conduct."

His Excellency congratulated Antonio Diaz, You acted a very brave part, he said, you the foreman of the guard put on board, and you showed that the Portuguese race has still got lots of the

**THE "TAI ON" PIRACY.**

**DEATH OF A SUSPECTED  
PIRATE.**

At 7.45 last night, at the Government Civil Hospital, a Chinese named Loung Ping Wan, who was removed to the institution suffering from burns died. He was suspected as being a pirate on board the s.s. "Tai On." Another suspected pirate is at present confined in the hospital and his condition is critical. He has also been burnt.

The Water Police have only 13 persons in custody, the remainder of the 180 detained having been released on their own personal bond or on that of friends and relatives. In some cases those coming forward as guarantors were high class Chinese families of Hongkong. The thirteen detained have so far been unable to give a satisfactory account of themselves.

**CANTON'S MILITARY  
GOVERNOR ARRIVES.**

Leung Kan Kwong, Military Governor of Canton, and Resident Commissioner and brother of the Governor General and Tu-tu of Canton city, arrived in the harbour this morning on one of the Chinese battleships. The usual salutes were exchanged and the distinguished visitor was received by Capt. Alison, the Governor's aide-de-camp, and Major Stewart, General staff officer. The guard of honour, drawn from the Duke of Cornwall's was inspected and then General Kwong motored to Government House where he was received by H.E. the Governor and party of tiffin. General Kwong will be entertained to tea at the Chinese Club and to-morrow he will be the guest of the Chinese community.

Special police precautions were taken to ensure the safety of the visitor, it being noticeable that all the luksa gun on duty at the pier and along the route to Government House were armed with revolvers.

Happily no untoward incident occurred.

**THE OIL FIRE.**

**Theory of its Origin.**

The oil tank fire at the Standard Oil Company's premises at Lei-Chi-Kok burnt itself out during the night. A representative of the "China Mail," who visited the works at seven o'clock last night, found that all but a foot of oil had been consumed at that time, the blaze though far smaller than it had been earlier in the day, was still high, and a staff of firemen was still employed in keeping the nearest of the six other tanks cool by playing jets of water on them, in addition to those which constantly circulate through the centre of the retainers. The danger to the godowns in the vicinity, too, was still apparent, and these were also receiving attention.

Mr. Bulles, manager of the company's Hongkong branch, who was at the works at the time of the "Mail" reporter's visit, advanced an interesting theory as to the cause of the outbreak. His opinion is that the structure of the tank was subjected to exceptional stress by the constant expansion and contraction of the metal, and that this found a weak spot, causing the sudden collapse of the roof. The oil reached within three feet of the top of the tank, the intervening space being occupied by highly volatile fumes, and when the roof collapsed these were probably ignited by a lot of dastardly Chinese pirates.

Mr. Bulles contradicted the statement that the company had any trouble with Chinese, and stated that the whole of the Chinese staff, as well as the employees of other nationalities, worked splendidly. He added that he expected to gain valuable information from his observations of the fire, which is the first the company has had to deal with in Hongkong.

An expression of thanks to all concerned in subduing the fire, from the Standard Oil Co., is published on page 10.

**THE SANITARY BOARD ELECT.  
TION.**

The voting of the Rate Payer, etc. of the Colony to elect one of their number to fill the vacancy on the Sanitary Board takes place to-morrow. There are two names put forward as candidates: Mr. W. L. Carter, proposed by the Hon. Mr. E. A. Hewitt, O.M.G., and seconded by Hon. Mr. H. E. Pollock, K.C., and Mr. P. W. Goldring, proposed by Mr. E. J. Grist and seconded by Mr. Playfair.

Interesting appeals by both candidates are published on page 10.

**SOCIAL AND PERSONAL.**

We regret to report the death of Rev. Dr. Peter, a new director of St. Joseph's College, who arrived in the Colony less than a month ago. He died at the Convent Hospital (West Point) at about 3 o'clock this afternoon, it is thought from typhus fever. The funeral will be held tomorrow afternoon.

Mr. Ad. Widmann, partner in Messrs. Meichers and Co., arrived here accompanied by Mrs. Widmann and family, by the s.s. "Princess Alice" on Tuesday, to take charge of the Hongkong firm of Messrs. Meichers and Co. Mr. Widmann first came to the East in April, 1899, and has since been stationed at Shanghai, except for a few months when he had charge of the Hawke branch of the firm.

**BOWEL COMPLAINT IN CHILDREN.**

DURING the summer months children are subject to disorders of the bowels and should receive the most careful attention. As soon as any unnatural symptoms appear in the bowels, it is noticed, Chamberlain's Colloidal Cholera, and Diarrhoea Remedy should be given. For sale by all Chemists and druggists.

**HELENA MAY INSTITUTE  
FUND.**

The Honorary Treasurer begs to acknowledge with thanks the following donations:

Idol's Eye Fund ..... \$400.00  
G. M. Young, Esq. ..... 30.00

ROYAL ENGINEERS' 6. LEFT HALF  
D.C.L.I.

This match was played at Happy Valley yesterday. The Engineers did only moderately with the bat, but Lewis and Morris did some sensational bowling, dismissing the D.C.L.I. for 17 runs. Score—

ROYAL ENGINEERS.

Morris, b Plant ..... 13  
McGregor, b Plant ..... 5  
Pearce, b Stroudley ..... 5  
Lewis, b Stroudley .....



## SHIPPING

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

STEAMERS	TO SAIL	REMARKS
BANGKOK, M. J., KOBE	NOVARA	About } Freight and Passage. Capt. H. R. HETHERINGTON, 2nd May.
& YOKOHAMA		
SHANGHAI	INDIA	About } Freight and Passage. Capt. C. T. TALBOT, R.M.R.
LONDON, VIA URGENT PORTS	ASSAYE	Neon } See Special of CALL
LONDON & ANTWERP	NUBIA	Freight and via STORE, PLATE, C. M. CO.
PORTE SAU & MARSHALL	CAPTAIN	Passage. Capt. F. J. FOX.

All the above steamers are fitted with Wireless Telegraphy.

E. A. HEWITT, Superintendent.

P. & O. N.C.O. Office.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.  
VIA VANCOUVER AND THE CANADIAN PACIFIC RAILWAY.  
PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

## FOR VANCOUVER.

From Hongkong.

EMPEROR OF JAPAN	THURSDAY, April 30.
EMPEROR OF RUSSIA	WEDNESDAY, May 13.
EMPEROR OF INDIA	THURSDAY, May 25.
EMPEROR OF ASIA	WEDNESDAY, June 10.
EMPEROR OF JAPAN	THURSDAY, June 25.
MONTENAUGLIO	SATURDAY, June 27.

Steamships leave HONKUKUNG at 12.00 Noon.

The "EMPERORS OF RUSSIA" and "EMPERORS OF ASIA" are new quadruple-screw 21 knot turbine steamers of 16,000 tons gross—30,000 tons displacement. The newest, largest and most luxurious on the Pacific.

All steamers of the Company's Pacific and Asiatic Fleet are equipped with the latest, safest and most luxurious on the Pacific.

Each Steamer has a crew of 150 men, including 10 Officers and 100 Sailors.

Each Steamer connects at Vancouver with a Mail Express Train and at Quebec with Atlantic Coast Steamer. The Amperes of Britain and Train also connect with Atlantic Coast Steamer.

Passenger tickets are negotiable in terms of 14,000 miles, speed 10 knots, and are required to book on the Atlantic.

## PASSAGE RATES, HONGKONG TO LONDON.

EMPEROR OF RUSSIA optional Atlanta Port £71.10.

EMPEROR OF ASIA optional Atlanta Port £65.

EMPEROR OF INDIA do do £65.

MONTENAUGLIO Intermediate service—First class railway, second cabin Atlantic, via Canadian Atlantic Ports.....£45.

Atlantic, Boston or New York.....£45.

Meals and sleeping car across Canada not included in any of above rates. It required such will cost £5 additional.

Passenger purchasing Trans-Pacific round trip passage tickets have the option of returning from San Francisco by the steamer of the Pacific Mail S.S. Co.

or Tokyo, Kesen Kanbo.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.

SPECIAL THROUGH RATES (First Class only) are granted to Naval and Military Officers, Aeroplane Civil Service Officials, Missionaries, &c. Full particulars on application to Agents.

Passenger passengers are allowed "Stop Over" privileges at the various points of interest on route.

For further information, Map, Guide Books, Rates of Passage and Freight, apply to

D. W. ADDOON, General Traffic Agent,  
Corner Pedder Street and Praha (opposite Blake Pier).

Telephone 291.

DISPOSITION. STEAMERS. SAILING DATES.

MARSEILLE, LONDON AND ANTWERP, via MISHIMA MARU, WEDNESDAY, 8th May. Displacement Capt. Nomura, Tons 16,000 May. to 10 a.m.

SINGAPORE, MALACCA, PENANG, COLOMBO, KAGA MARU, WEDNESDAY, 26th May. Displacement Capt. — Tons 20,000 May. at 10 a.m.

SUEZ AND PORT SAID, TAMBAMARU, TUESDAY, 5th May. Displacement Capt. — Tons 12,500 May. at Noon.

VICTORIA, E.G. & SE-TILE, VIA SHANGHAI, MOJI, KOBE, YOKOHAMA & YOKOHAMA, HITACHI MARU, THURSDAY, 7th May. Displacement Capt. — Tons 12,500 May. at 11 a.m.

KOBE & YOKOHAMA, TAMBAMARU, TUESDAY, 5th May. Displacement Capt. Satoh, Tons 12,500 May. at Noon.

MAGASAKI, KOBE AND KUMANO MARU, TUESDAY, 5th May. Displacement Capt. Soejida, Tons 9,300 May. at 8 p.m.

YOKOHAMA — TAMBAMARU, TUESDAY, 5th May. Displacement Capt. — Tons 12,500 May. at Noon.

SYDNEY AND MELBOURNE, NIKKO MARU, WEDNESDAY, 6th May. Displacement Capt. R. Iakeda, Tons 9,610 May. at Noon.

DAY ISLA. & TOWNS, KUMANO MARU, WEDNESDAY, 3rd May. Displacement Capt. Soejida, Tons 9,300 June at Noon.

VILLE AND BRISBANE, TAMBAMARU, TUESDAY, 5th May. Displacement Capt. — Tons 12,500 May. at Noon.

CALCUTTA VIA SINGAPORE, KIRIN MARU, SATURDAY, 2nd May. Displacement Capt. — Tons 5,000 May.

PENANG & RANGOON, TAMBAMARU, TUESDAY, 5th May. Displacement Capt. — Tons 12,500 May.

Fitted with new system of wireless telegraphy.

## PASSENGER SEASON—1914.

## FOR EUROPE.

MISHIMA MARU 20,000 tons sails Wednesday 8th May. Displacement Capt. Nomura, Tons 16,000 May. to 10 a.m.

KAGA MARU 12,500 " " 20th May.

## FOR AMERICA.

TAMBAMARU 12,500 tons sails Tuesday 5th May.

With option of Rail between Steamer's calling Ports in Japan.

For further information apply to

T. KUSUMOTO, Manager.

Telephone No. 222.

## THE CHINA MAIL

## Typhoon Map &amp; Guide

Price 1/-

## SHIPPING

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

PROPOSED SAILINGS OF MAIL STEAMERS

FOR MARSEILLES &amp; LONDON,

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer Leaves YOKOHAMA	STEAMERS to COLOMBO	Leave SHANGHAI	Leave HONG- KONG	Leave from COLOMBO to MARSEILLES and LONDON	Due at MARMEL- LEU- LLOYD (London 1 day later)	Due at PLYMOUTH
p.m.		p.m.	noon			
Thurs., Apr. 30	ASSAYE	May 5	MOOLTAN	June 5	June 11	
				Saturday	Friday	
May 13	INDIA	May 10	MOREA	June 20	June 26	
May 15	DEVANHA	June 2	SMALOMA	July 4	July 10	
June 11	DIMITRA	June 18	MARMORA	July 18	July 24	
June 23	HIMALAYA	July 9	MOLDAVIA	Aug. 1	Aug. 7	
July 9	ASSAYE	July 14	MEDINA	Aug. 15	Aug. 21	
July 23	DEVANHA	July 28	MONGOLIA	Aug. 29	Sept. 4	
Aug. 8	CHINA	Aug. 11	EGYPT	Sept. 12	Sept. 18	

THE ATTENTION of Passengers is drawn to the Accelerated Arrival of the Mail Steamers at Marseilles, Plymouth & London. These vessels will now arrive in Marseilles or Friday & London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.35 p.m. on Saturday.

Passenger change Steamers at COLOMBO, and thence for BRINDISI transfer also to the Express Mail Steamer to PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of booking.

FARES TO LONDON AND MARSEILLES

The Fares to London and Marseilles are as follows:-

LONDON.	1st. SALOON "A" Accommodation SINGLE	2nd. SALOON "A" "	1st. SALOON "B" "	2nd. SALOON "B" "
	265.	259.	244.	240.
			245.	236.
			242.	233.
			238.	237.

IN ADDITION TO THE ABOVE MAIL STEAMERS  
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS  
WILL LEAVE FOR

## LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

## PROPOSED SAILINGS:

STEAMERS.	Leave YOKOHAMA	Leave LOND. SHANGHAI	Leave HONG- KONG	Leave S'PORE	Due at M'NELLIES	Due at LONDON
	about	about	about	about	about	about
NAMUR	Apr. 28	May 7	May 13	May 19	June 16	June 26
NOVARA	May 26	June 2	June 10	June 16	July 14	July 24
NEELORI	June 9	June 18	June 24	June 30	July 28	Aug. 7
IRHYBER	June 23	July 2	July 8	July 14	Aug. 11	Aug. 21
NAGOYA	July 7	July 16	July 22	July 28	Aug. 26	Sept. 6
STRIA	July 21	July 30	Aug. 5	Aug. 11	Sept. 9	Sept. 20
NILE	Aug. 4	Aug. 13	Aug. 19	Aug. 25	Sept. 23	Oct. 3

Now steamer call also at PORT SWETTENHAM, PENANG, and COLOMBO.

FARES TO LONDON

1st. SALOON 250 SINGLE: 275 RETURN.

2nd. " 235 " 232 "

FARES TO "MARSEILLES":

1st. Saloon 246 Single.

2nd. Saloon 233 "

All Passengers Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For further particulars apply to

E. A. HEWETT,  
Superintendent.

NORDDEUTSCHER LLOYD,  
BREMEN

## IMPERIAL GERMAN MAIL LINES.

STEAMERS.	Tons	To San
NAPLES, GENOA, ALGIERS, BULOW, LISBON, SOUTHAMPTON, ANTWERP & BREMEN	18,900	WEDNESDAY, 13th May at 10 a.m.
SHANGHAI, TSINGTAU, LUTZOW, KORE & YOKOHAMA	(17,300)	THURSDAY, 30th April at 5 p.m.
MANILA, AUGUSTA, YAP, PRINZ WALDEMAR, MARONI, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	(5,100)	SATURDAY, 16th May at 9 a.m.
KOBE	COBLENZ, CANTH, TUESDAY, 20th May.	AUGUST, 20th May.
JESSELTON, KUDAT AND BORNEO, SANDAKAN	MONDAY, 11th May at 9 a.m.	

All the steamers of the European Line are fitted with Wireless Telegraphy. New system of Telefunken.

## FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

OUTWARD HOMEWARD

Steamship	1914	
ALTAIR	25th May.	For Marseilles, Rotterdam and Bremen Hamburg S.S. ALTAIR
DURENDART	8th June.	For Havre, Enden and Hamburg/Bremen: S.S. DURENDART
HELГОЛАНД	2nd May.	For Marseilles, Rotterdam and Bremen/ Hamburg S.S. HELГОЛАНД
BORKUM	21st May.	For Havre, Enden and Hamburg/Bremen. S.S. BORKUM

For further particulars apply to  
NORDDEUTSCHER LLOYD,  
MELOHRS & CO.

GENERAL AGENTS.

## SHIPPING

## AUSTRIA

## LLOYD.

Under Mail Contract with the Austrian Government  
MONTHLY FAST SERVICE TO TRIESTE (VENICE).

Via Straits, Colombo, Aden, Suez, Port-Saïd.

S.S. BOHEMIA, 7,900 tons, will leave as above on 15th May at 4 p.m.

Superior accommodations for 1st, and 1st Class passengers no surtax, no tax, no inside Cabin, Standard Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), 1st Class £50, 2nd £25, 3rd £10.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE).

Via Straits (Calcutta), Colombo, Bombay, Karachi, Aden, Suez, Port-Saïd.

S.S. PERSIA, 12,000 tons, will leave as above about 4th May.

These Steamers of large tonnage are fitted with comfortable one class accommodation for 1st Class passengers. No Surtax, Doctor, Standard Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice) £43.

RAILWAY FAIRS Trieste-London

BY SIMILAR EXPRESS

Via Venice, Milan, Simplon, Lake Constance, Lake Garda, Class I £14, II £12.

BY ST. GOTTHARD EXPRESS

Via Venice, Milan, St. Gotthard, Levens, Lake Leman, Lake of Geneva, Class I £14, II £12.

BY SWISS EXPRESS

Via Vienna, Cologne, Brussels, Ostend, Dover, Calais, English Channel, II £12.

VIA MUNICH COLOGNE, STOCK OR FRANKFORT, CLASS I £14, II £12.

TO SHANGHAI

S.S. BOHEMIA, 7,900 tons, will leave as above on 1st May, at 6 a.m.

FARES: Hongkong-Shanghai, 1st Cl. £25, 2nd £12, 3rd £5.

TO KOBE, VIA SHANGHAI, YOKOHAMA

S.S. NIPPON, 13,800 tons, will leave as above about 2nd May.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea and Danube, also North and South America.

SANDER, WIELER & CO., Agents, Prince's Building.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG  
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.  
THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY CO.

Connecting at TACOMA & SEATTLE with  
THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to OREGON.

Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the Principal Ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer Captain Leaving

TACOMA MARU

Thursday, 14th May at Noon.

PANAMA MARU

Wednesday, 27th May at Noon.

SEATTLE MARU

Thursday, 11th June at Noon.

MEXICO MARU

Wednesday, 24th June at Noon.

CANADA MARU

Friday, 27th June at Noon.

+ Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & YOKOHAMA.

Calling at MOJI, KOBE, YOKOHAMA & YOKOHAMA.

These Newly Built Steamers have fast speed and are fitted with the Wireless Apparatus. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Tea, Porcelain and Parcels. Special attention given towards Express connection.

